



PONTIAC '69

There are a couple of reasons why you may have picked up this brochure. One, because of the pretty pictures (if you'd care to tape a few to your shopping list, please snip away). Or two, because you want more of the inside dope on the 1969 Pontiacs—specifications, body styles, optional equipment, that sort of thing. Either way, this is your baby. Replete with illustrations of our new Grand Prix, Bonneville, Executive, Catalina, GTO, LeMans, and Tempest—the break away cars for 1969. Packed with enough facts and figures to satisfy anyone short of an automotive engineer. Case in point, the following list of standard safety features found on every 1969 Pontiac:

Energy absorbing steering column.

Seat belts with pushbutton buckle releases for *all* passenger positions.

Shoulder belts with pushbutton buckle releases and special storage convenience provision for driver and right front passenger (except convertibles).

Two front-seat head restraints.

Passenger guard door locks with forward mounted lock buttons.

Four-way hazard warning flasher.

Dual master cylinder brake system with warning light and corrosion resistant brake lines.

Folding seat back latches.

Dual-speed windshield wipers and washers.

Dual-action safety hood latches.

Outside rearview mirror.

Backup lights.

Side marker lights and parking lamps that illuminate with headlamps.

Energy absorbing instrument panel, padded sun visors.

Reduced glare instrument panel top, inside windshield moldings, horn buttons, steering wheel hub and windshield wiper arms and blades.

Wide, inside day-night mirror with deflecting base.

Lane-change feature in direction signal control.

Safety armrests.

Thick laminate windshield.

Soft, low-profile window control knobs, coat hooks, dome lamp.

Padded front seat back tops.

Smooth contoured door and window regulator handles.

Anti-theft ignition key warning buzzer.

Anti-theft ignition, steering and transmission lock.

Starter safety switch on all transmissions.

Safety rim wheels.

Safety door latches and hinges.

Uniform automatic transmission shift quadrant (PRNDL or PRNDSL).

Snag-resistant steering wheel hardware.

Nonprojecting wheel nuts, discs and caps.

Improved fuel tank retention.

Improved glove box door latches.

We know, you've heard them before. All those claims about how super everybody's new car is. But let's get something straight. We're not going to apologize for the adjectives used to describe our 1969 Grand Prix. We know—uh-huh, know—that it is the most exciting, most personal, most everything machine ever introduced for getting from point A to point B. Grand Prix, in short, is the complete driver's car.

The picture opposite begins to tell why. In front of that windshield roams the longest hood on any current American car. Beneath it is a 400-cubic-inch V-8 that delivers 350 horses. You get a fully synchronized, 3-speed transmission with console-housed shifter that snicks through gears like the escapement in a fine watch. If you want more hand action, there's also a 4-speed available with Hurst shifter. And if you want to go two ways, order the 3-speed Turbo Hydra-matic with standard rally sports speed shifter. This way you have both automatic and semi-manual capability.

Now, the 1969 Grand Prix is shorter than last year's model. And with its 118" wheelbase, it tracks comparably to electricity around a coil. (If you order our variable-ratio power steering, it's even more nimble.)

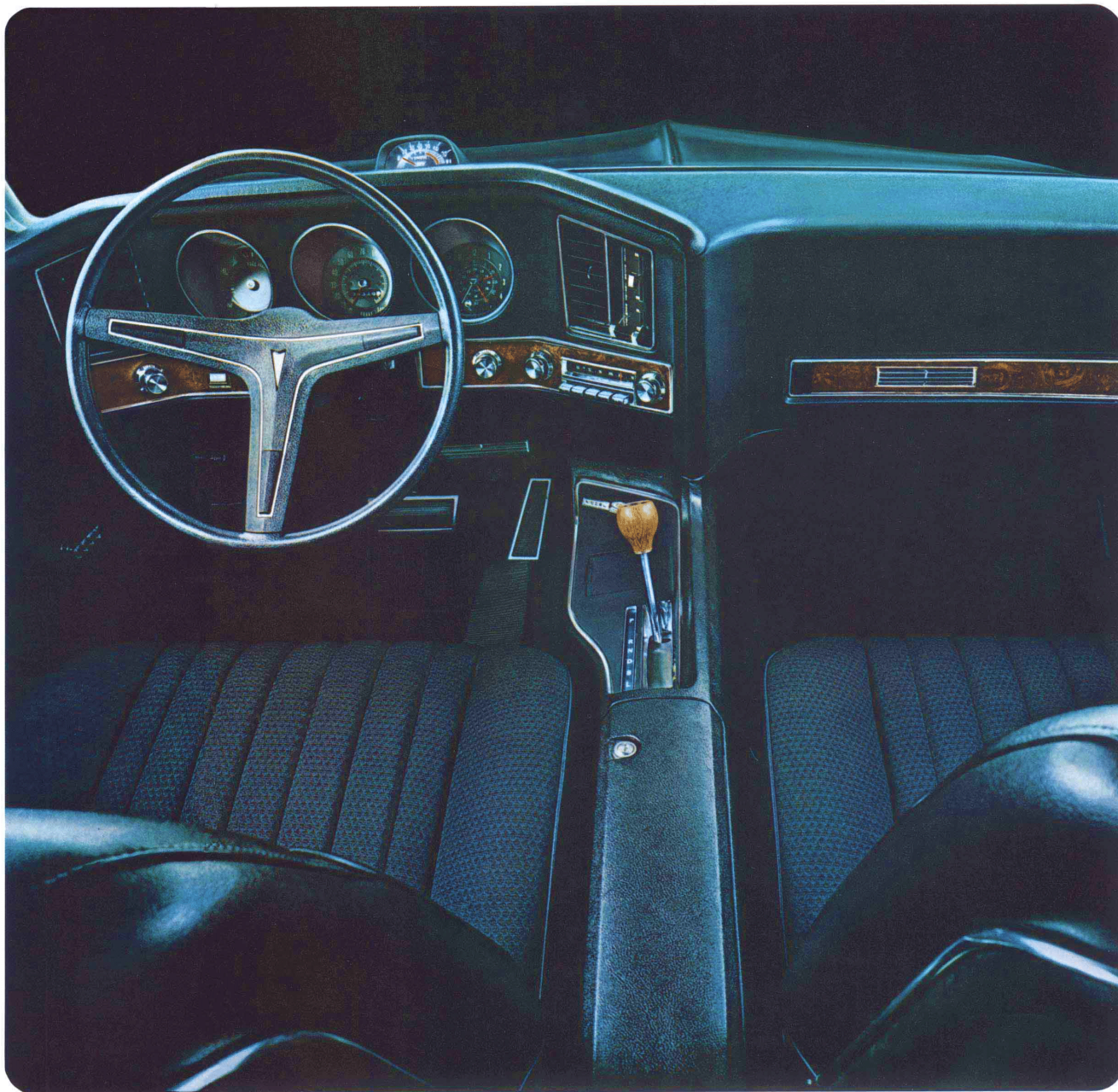
Hushed. Grand Prix's Wide-Track ride is so free from road and wind noise, you'll think you're driving in a vacuum.

Yet for all Grand Prix's sports car *persona*, in no way does it drag its feet on convenience or luxury. For openers, there's an exclusive radio antenna concealed in the windshield. (Two wires about twice the thickness of a human hair are impregnated in the glass. Bent aerials are forever forgotten.)

And should you need more, order our "SJ." It packs a 428-cubic-inch V-8 developing 370 horses . . . an automatic leveling system which produces a firmer ride and lower overall height . . . instrument panel gauges rather than telltale lights . . . choice of fiber-glass whitewall or redline tires with wide-oval appearance . . . deluxe lamp group . . . and performance rear axle. What we're getting at is this: Grand Prix is not just another "new" automobile. It is today.

Tomorrow. An experience.

But what else? It's from Pontiac!



Grand Prix

Here's a switch. A quick game of "button, button, who's got the button?" to first show you what the 1969 Grand Prix *doesn't* have.

An ordinary radio aerial. (Ours is hidden in the windshield, remember?) And windshield wipers. Ah, there they are. Tucked out of sight in a hood-width cowl.

No vent windows, either. You have one great curved sheet of side glass to see through. Or be seen behind.

Now where are the door handles? Wouldn't you know it—recessed out of the way for a cleaner look. (Oh, yes—door handles on the Grand Prix operate just like rocker switches. Which means easily.)

Of course, some things were meant to be seen. Up front, there's a massive new grille—of heavy extruded aluminum to resist weathering—wraparound bumper and integrated parking/side-marker lights. Smart.

Then there's a quick, new roof line that carries through with the rest of the car's lines. Low. Fluid. Catalytic. And if you want to top it off with something special, order your Grand Prix with a Cordova roof cover. Five colors to choose from, depending on exterior finish selected.

Okay, now take in the softly arched wheel openings. Contemporary frames for the 7" wide wheels (when you order disc brakes or the SJ model) and fiber-glass tires. Deluxe wheel covers, of course.

Around back, more side markers just above the wraparound portion of the bumper. Lift your sights a bit, and there's another Grand Prix exclusive you'll want to order. An electrically heated backlight with barely visible, on-the-glass ribbons that heat up to deice or de-fog. Quickly. Silently. Well, there you have it. A rare mixture of haves and have-nots. But they add up to the Grand Break Away Car for 1969. Grand Prix, brother. Grand Prix.



GRAND PRIX HARDTOP COUPE



GRAND PRIX HARDTOP COUPE

No, you're not in a vessel bound for Mars. Grand Prix just looks that way. Take the command post. You sit in (rather than on) Strato-bucket seats in fully expanded Morrokide or a combination of fabric and Morrokide. You're flanked on the right by a padded floor console. On your left, by a padded door panel with squeeze-type release handles recessed in full-length armrests. Up front, you're faced by a cockpit-styled instrument panel that almost lays every gauge,



control and switch in your lap. Naturally, you'd expect wall-to-wall carpeting. So you get about 3½ square yards of it. You'd also figure on interiors color-keyed to the outside. Right again. Six in breathable knit vinyl and four in combination cloth and vinyl, depending on your preference and which of the 15 exterior finishes you select. Of course, if you want to dress up your Grand Prix even more, three custom interiors are available in genuine, top-grain leathers. Comes now the moment of truth. If your search for an intimate, challenging automobile has never been completely satisfied, there are no more excuses left. Enter the 1969 Pontiac Grand Prix.

Brougham

Remember those elegant old box-back limousines where the chauffeur shivered by his lonesome in an open-air front seat? Well, that kind of car was called a Brougham—same as the one shown here. And while ours is fully enclosed and hardly square, it does carry on the Brougham tradition of luxury.

For one thing, Brougham is a big car. Some 18.7' from its new Endura nose section to the rear bumper. It rides on a longer 125" wheelbase, so it's sure of its bearings and quick off the mark.

Body lines are fast, yet not frivolous. And the entire car looks like it was poured rather than pieced and bolted together.

The engine underneath that long swell of sculptured hood is a 428-cubic-inch V-8 delivering 360 horses and 472 lb.-ft. of torque.

Now, since Brougham is bigger this year, so are the wheels and tires. 15-inchers all around. (Sorry, purists. The spare is mounted in the trunk instead of on the fender.) Brakes have increased capacity, too, and they're self-adjusting. Of course, you can order power disc brakes up front. (They're a new single-piston design for easier maintenance.) And straight power brakes are also available. Oh, yes. If you've been wondering how people will know you're driving a Brougham, there's a bright metal script nameplate on the roof rail area just behind the window.

Not as opulent as a chauffeur, maybe. But people will get the idea.



BONNEVILLE BROUGHAM 4-DOOR HARDTOP



BONNEVILLE BROUGHAM HARDTOP COUPE

BONNEVILLE BROUGHAM CONVERTIBLE

Some people have the notion that a luxury interior should smack of doilies and bud vases. Such is not the case in a Bonneville Brougham.

In sedans, the front bench seat has a pocket-stored fold-down armrest; coupe and convertible have notch-back front seats with free-standing, pulldown armrests. With either seat, you get all the advantages of a three-passenger divan as well as some of that sporty bucket feel.



Brougham's upholstery is completely new. With unique, molded, foam-rubber seats, covered in nylon-knit fabric and expanded Morrokide or leather and expanded Morrokide (standard on the convertibles). Both in a biscuit design. This is further carried out on doors and quarter panels.

The look of burl-grained elm is lavished throughout the interior. And there's a new shallow-dish design steering wheel with vinyl-cushioned rim. As on all 1969 Pontiacs, you'll find a special ignition, steering and transmission lock on the steering column to thwart any overcovetous types.

Brougham: exclusive, elegant, totally satisfying. Without being a prig about it.

Bonneville

If you thought Bonneville could cut it before, wait till you swing our '69 onto a piece of pike. There's a new 360-hp V-8 that knows why expressways were built, a longer 125" wheelbase that seems to narrow the gap between exits, and a wider 64" front stance that gives you a feeling of riding on rails.

For features, Bonneville has a fresh crop. New sides, roof, trunk, hood. New die-cast grille to set it off from other Pontiac lines. New Endura center section up front and, except on station wagons, a large Endura pad in the rear bumper. (In case you've forgotten, Endura is the Pontiac-proved material that soaks up shocks like magic, and has high resistance to dings and such.) Other refinements are full-length rocker panel moldings, fender skirts and deluxe wheel covers.

Summation: For big-car styling and roadmanship, Bonneville just about has it all. Anything left to be desired is strictly a matter of choice—from our Option and Accessories Catalog. Ask your Pontiac dealer for a spare.



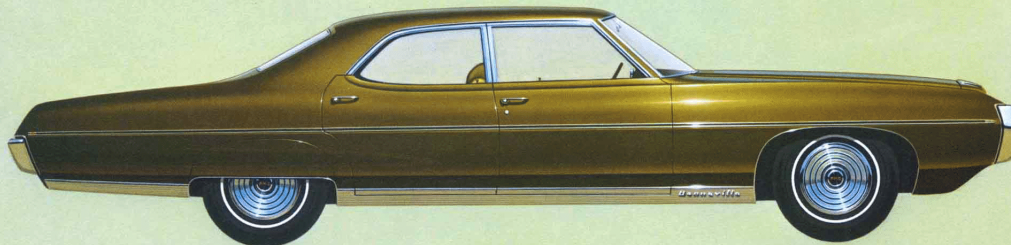
BONNEVILLE HARDTOP COUPE



BONNEVILLE CONVERTIBLE

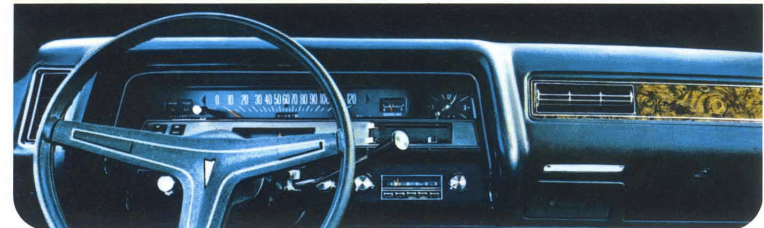
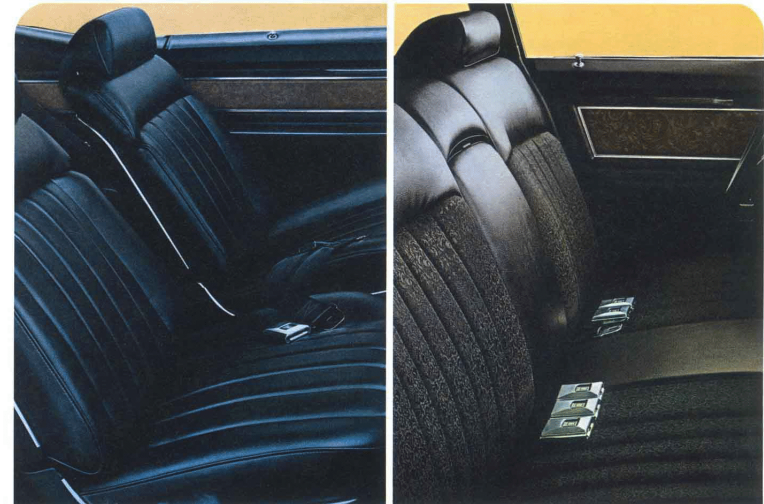


BONNEVILLE 4-DOOR HARDTOP



BONNEVILLE 4-DOOR SEDAN

See what we mean? To do justice to a Bonneville interior, a whole page is needed. Even then, pressed pulpwood and printer's ink can't cope with it. What's really needed is you in one, and this is what you'll find: In the hardtop coupe and 4-door hardtop, take your pick of expanded Morrokide combined with rich weaves. Or fully expanded Morrokide. If you opt for the Bonneville Convertible, the standard bill of fare includes a fully expanded Morrokide ensemble with deep, nylon-blend,



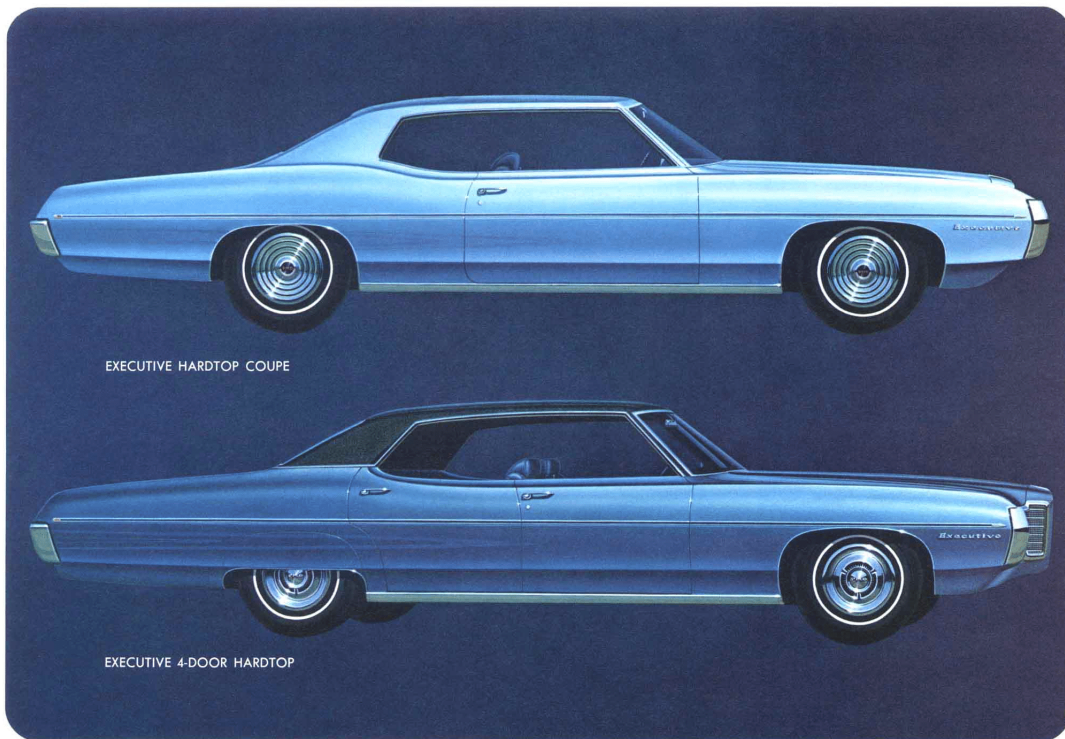
wall-to-wall carpeting. That carpeting, by the way, is extended up the lower part of the doors. In all cases, seats are of the bench variety. But say the word, and you can order buckets in either the hardtop coupe or convertible. Bonneville's instrument panel is also completely new for 1969. There's more padding—top and bottom—and the instruments are all clustered together for instantaneous reading. An electric clock is standard. And like everything else from Pontiac, it's built for keeps.

Executive

The 1969 Pontiac Executive—like any executive—doesn't equivocate. It has decisive styling, impeccable road manners and the same kind of distinguished taste that separates a Savile Row suit from a Carnaby Street whim. And like any executive, ours retains its fiscal integrity. You get an electric clock, deluxe shallow-design steering wheel with vinyl-padded rim, deluxe wheel covers and what seems like a cabinetmaker's annual supply of Carpathian burled-elm vinyl tastefully distributed around the interior. Plus enough convenience lights to outglimmer the Great White Way—all included in a price that would make any comptroller smile. Once you're behind the wheel, you'll know how authoritative an Executive can be. There's a 400-cubic-inch V-8 at your command . . . on call whenever you want it.



EXECUTIVE 4-DOOR SEDAN



The Executive's office automatically places you in the upper echelons. Seats are superbly tailored in exclusive textiles and expanded Morrokide—the vinyl that looks like it's straight from the tanning works. (You can also get all-Morrokide seating, if you prefer.) Either way, you'll appreciate the way they harmonize with the simulated burled-elm inserts on the dash and door panels. All accessory controls are rocker-type switches set flush with the instrument panel. A slight



touch is all you need to start something . . . or stop it. Should you order Turbo Hydra-matic transmission for your Executive, you'll find Pontiac's new, panoramic, drive-position indicator easier to read when selecting gears. As mentioned earlier, your 1969 Pontiac Executive comes equipped with deluxe wheel covers. But for a younger look, specify Rally II mag-type wheels or wire wheel covers. Rear fender skirts add a nice touch, too. Now that you're convinced, you may be wondering what it takes to move into the Executive suite. A simple "yes" at your Pontiac dealer's showroom. And it's a great decision.

Ventura

If the name Ventura strikes of derring-do and a Dumas novel, it's only because we intended it to. Nestled in the fore section of this 122" wheelbase Wide-Tracker is a 400-cubic-inch, 290-hp V-8 that takes to cruising like kids take to puddles. The standard transmission is a fully synchronized, column-shift 3-speed. Order Turbo Hydra-matic, if you want us to do the work for you.

We did say Wide-Tracker, didn't we? You bet. With 64 inches between both front and rear wheels, Ventura runs as level and true as a king-size slot car. And with ball-joint independent front suspension, it carves through curves like putty, and comes out straight as a Nicklaus drive.

Another thing. Everything about Ventura is big-size except the price sticker. Pontiac thinks small on things like that.



VENTURA 4-DOOR HARDTOP



VENTURA 4-DOOR SEDAN

VENTURA HARDTOP COUPE

When Pontiac invites you to have a seat in a Ventura, you have two choices to make laps on. (How's that for largess?) You see, the Ventura bench comes in combination patterned cloth and expanded Morrokide or in all-Morrokide upholstery. Something else. Ventura seats—like all 1969



Pontiac seats—include two front head restraints at no extra cost. Rounding out the inside, Ventura also has what looks like a sod farm full of deeply cushioned nylon carpet. Even the lower door trim. Plus burlled-elm vinyl inlays on doors and dash. If all this doesn't trigger a flow of adrenalin, maybe your gray hairs are showing.

Catalina

Every time we bring out a new Catalina, some of our competitors suggest we're in league with the Little Green People. Not so. It's just that we've built quite a following with this honey. And we aren't about to lose it by sitting on our hands. So we come up with things like a wraparound front bumper with an Endura center insert. (This material is so tough—and so resilient—that it resists chipping, scratching and denting.)

So we incorporate concealed windshield wipers. They stay tucked out of sight till you need them. Then, touch a switch, up they come, and away they go.

So we improve on such basic items as the windshield washer. It's a fast-response type that lays down a layer of liquid before the wipers engage. That way, no scratched or fogged glass. So we give you a standard 290-hp, 400-cubic-inch V-8 or, at your election, a 265-hp V-8 that runs on regular gas.

So you see, we don't have any contracts with the midnight elves. We just build a better car year after year, and serve it up at a price that makes sense.

Come to think about it, maybe that's a little magic in itself.



CATALINA CONVERTIBLE



CATALINA 4-DOOR HARDTOP



CATALINA HARDTOP COUPE



CATALINA 4-DOOR SEDAN

Old Scrooge would have flipped his beaver over Catalina. Here's a car that mingles beautifully with the gentry, and puts in a 24-hour day for a tuppence. On any terrain you'd care to put it up against.

It has such tasty, yet rugged, niceties as an all-Morrokide interior for the convertible, or Morrokide combined with new horizontally patterned fabrics in hardtops and sedans. There's long-wearing, loop-pile, wall-to-wall carpeting . . . a new more heavily padded



instrument panel with attractive wood-grained vinyl dash inserts . . . and richer looking doors. These are only a fraction of the things that make Catalina the best answer yet to limited purchasing power for a luxurious automobile. No humbug.

GTO

There are leaders. There are followers. And The Great One—Pontiac GTO—is still kingpin. No matter how the Johnny-come-latelys try, they have yet to snatch the reins from our ultimate road car.

Small wonder. With its long hood, lean lines and short deck, it looks like a French curve on wheels. There's the front bumper, too. Made of energy absorbing Endura in the same color as the car.

And GTO handles as if it were an extension of your mind. You want to negotiate a snaky piece of blacktop? It does so. With finesse.

You feel like biting off Lookout Mountain at the knees? It does so. With alacrity.

Sure, there are plenty of reasons why GTO is the master of macadam. Wide-Tracking, to single out but one.

The front tread is 61" and the rear, 60". This way, you don't act like a worn squeegee bending into a turn.

Know what else makes GTO the one to reckon with? This page was made for turning.



GTO CONVERTIBLE



GTO HARDTOP COUPE

GTO CONVERTIBLE

What else makes GTO The Great One is a 400-cubic-inch V-8 with Quadra-jet carburetor that gives you some 350 horses. If you want to economize on fuel outlay—and that's not to say our standard engine hangs around gas stations a lot—there's a 265-hp version available that does wonders with regular.

GTO sports a fully synchronized, floor-mounted 3-speed with Hurst shifter, dual exhaust system, G78—14 redlines with wide-oval



appearance, stiff suspension, buckets or notch back front bench seat with fold-down center armrest, full instrument panel padding with recessed instrumentation and controls, plus an inlay of walnut-grained vinyl along the panel's lower section.

There's also an option list for GTO that lets you rig yours up like nobody else's business. A 370-hp Ram Air IV engine installation with functional hood air scoops. Hood-mounted tach. Front power disc brakes. Four-speed cogbox. Three-speed Turbo Hydra-matic. Mag-type Rally II wheels. Stereo tape system and—well, you get the message. What it all shapes up to is: GTO is still The Great One.

LeMans

Quick, now! When's the last time you saw a grille as kinky as our 1969 LeMans'? Don't bother answering, because you haven't. That virile-looking, basket-weave design is so new that it might take all of five years before anyone can copy it (and you can believe that many will try to). And dig those lines. If they aren't straight out of the 21st century, neither is Buck Rogers. (In both coupe and convert, vent windows have been eliminated. It's almost like sitting in a greenhouse.) And if those same lines suggest this car isn't a laggard, you got the message. Beneath that expansive hood is our Overhead Cam Six with 250 cubic inches and 175 horses. Want a little more? Order the Sprint option or the 350-cubic-inch V-8 in either regular- or premium-gas versions for a convenient marriage to our standard, fully synchronized, 3-speed stick shift. Or optional, heavy-duty, 3-speed or Turbo Hydra-matic. Or 4-speed manual. That's a choice for you. For one of our choicest.



LEMANS HARDTOP COUPE



LEMANS CONVERTIBLE



LEMANS SPORTS COUPE



LEMANS 4-DOOR HARDTOP

Cool. That's the best description for Pontiac's new upper-level ventilation system on any LeMans Hardtop Coupe or Convertible. You can breeze along with all windows closed and get draft-free circulation of outside air. That way, you keep out road noise, dust and other undesirables.

And if your choice is the convert, 2-door hardtop or sports coupe, you can take your pick of handsomely styled bucket seats or a notch-back front bench seat with center armrest.



Both come in thickly padded expanded Morrokide—that fantastic grained vinyl that stands up under the toughest of conditions (like a bevy of kids armed with crayons and all-day suckers).

Should you go for the LeMans 4-door Hardtop, you can choose between a notch-back or bench style front seat.

About options, how are these for thought starters? Simulated wood-grain steering wheel. Decor group that features the masculine look of walnut-grain inserts on the instrument panel. Portable engine-operated air pump, which automatically shuts off when tire pressure reaches 32 lbs. psi. And Rally II mag-styled wheels.

Custom S

Please don't jump to any false conclusions after seeing this Custom S. Despite all the appearances of a super-expensive sportster—long and low, with no excess fat—it's actually priced way down. Down among those who can't brag about a 250-cu.-in. Overhead Cam Six—the kind usually found on European circuit machines in the 5-figure range.

Down among those bargain-basement jobs without carpeting, without concealed windshield wipers (yours for the ordering), without Wide-Track, without, without, without . . .

This is the Custom S, remember? So it's bound to be with it.





CUSTOM S HARDTOP COUPE

CUSTOM S CONVERTIBLE

All together there are six different Custom S models—convertible, hardtop coupe, 4-door hardtop, sports coupe, 4-door sedan and station wagon. Each is fully equipped with many safety and convenience devices. Such as soft, low-profile window control knobs; coat hooks and dome lamp; front-seat head restraints; front and rear side marker lights; seat belts with pushbutton buckle releases for all passengers; energy absorbing steering column; ignition, steering and transmission lock and many, many more.

Now if our standard Custom S doesn't quite



measure up to your need for self-expression, you can personalize with more options than you can shake a stick at. Like a 4-speed or Turbo Hydra-matic transmission, wire wheel covers, stereo tape player and our new rally sports speed shifter (you can use it as a straight automatic or shift through three forward speeds manually).

There's also a nice little package we modestly call our "Sprint" option. Order it and you get the high-compression, 250-cubic-inch Overhead Cam Six with Quadra-jet carb, performance-rated suspension, special axle ratios and wild Sprint exterior paint stripes. Yours in either coupe or convert.



Take plump virgin Morrokide for the seats and sides, and meld with deep, loop-pile carpeting for the floor. *Voilà!* The beginning of a Custom S interior. Now add a padded instrument panel with all dials clustered close to the steering column for quick reference. Round everything off with lots of convenience features like rear armrests with ashtrays, deluxe steering



wheel, padded sun visors, day-night rearview mirror and too many more to mention. This is it, baby. The Custom S interior *in toto*. And who could ask for anything more?



If looks have anything to do with the price of a car, then Pontiac Tempest has to be the put-on of the year. Those lines and that carpeted and Morrokide-trimmed interior bespeak a price just this side of the moon, but it's all a big fat fib. Tempest is pure value. And Tempest is a Wide-Tracker, as well. Which means it handles like baby's stroller—on the straights, through the curves. Tempest power stems from a 175-hp Overhead



Cam Six. Or there are a couple of V-8's you can order—a 350-cubic-incher that runs on regular or its 350-cu.-in., high-output cousin. So if looks and luxury and performance are what you want in an economy car, look no farther. You're home.

Pontiac Station Wagons

Room. That's what any Pontiac wagon is all about. Room for a large family. Room for a week's groceries. Room for those 4' x 8' panels you're doing the den in. But you know something? Even with all that room, we're firmly convinced a wagon doesn't have to drive like a stake truck. Or look like one. Consider our 1969 Executive Safari, which comes in 2- and 3-seat models.

The walnut-and-teak vinyl paneling on the sides and tailgate promises true luxury. And it's more than justified inside with the rich appearance of wood-grain dash and door inlays, wall-to-wall carpeting and tough-yet-supple Morrokide seats and trim.

As for ride and handling—well, it's everything you'd expect from a Pontiac. Quick. Responsive. Quiet. Wide-Tracking comes through again. And to move any disassembled Steinways you might have hanging around, there's a 400-cubic-inch V-8 that hungers for heavy loads. Loads that slip in so easily through our new two-way tailgate.

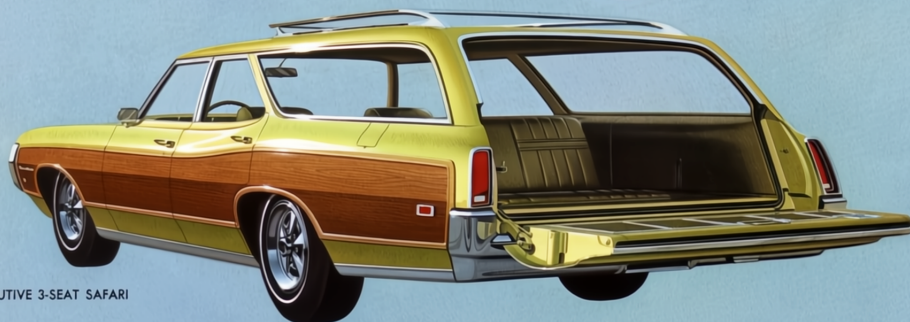
By the way, all 1969 Pontiacs have a nifty new feature combined with the two-way tailgate. When you open the gate as a door, a section of the right bumper (what we call a bumperette) comes away to reveal a built-in lower step. This step is fully lined with nonskid material to provide greater ease of entry into the rear. So here it is. Functionality combined with luxury and style. The Executive Safari really knows how to carry it off.



EXECUTIVE 2-SEAT SAFARI



BONNEVILLE 3-SEAT STATION WAGON



EXECUTIVE 3-SEAT SAFARI

This is the Executive Safari interior. Neither large dogs nor fat Uncle Bob could crush that rugged, fully expanded, Morrokide upholstery. Yet it's so lush you'd be completely at ease squiring the Girls Club to the Summer Orchid Show. Our Bonneville interior is no slouch in the luxury department, either. It, too, is outfitted in fully expanded Morrokide, only the front seat is of the notch-back variety with folding center armrest. You also get a folding third seat standard, power-operated tailgate



window standard, wall-to-wall carpeting standard (even in the load area) and a 360-hp V-8 to pull most any cargo you want. Standard. And when it comes to options, just help yourself. Roof luggage carrier. Air conditioning. Power front seat. Variable-ratio power steering. Even trailer-hauling equipment. For a greater selection, see the back cover.



CATALINA 2-SEAT STATION WAGON



VENTURA 3-SEAT STATION WAGON

Catalina's 91-plus cubic feet of cargo space hold a lot of what-have-you. Anything from a semester's supply of clothes to half a Black Angus for the freezer. But just because something is utilitarian, don't think it has to be Spartan. Catalina is spruced out with an all-Morrokide interior and wall-to-wall, nylon-blend carpet. Catalina comes in both 2- and 3-seat models—each with a sunken underfloor compartment and hinged lid. This gives you an extra 8.9 cubic feet of stash-away space in



the 2-seater, 4.2 cubic feet when you order the 3-seater. Great ways to keep valuables away from inquisitive eyes.

What kind of power to pull those loads? A 400-cubic-inch V-8 developing 290 horsepower. (There's also a 400-cubic-inch, 265-hp V-8 available that runs on regular. If you order Turbo Hydra-matic, you can have this engine at no extra cost.)



If you dig the idea of wood-grain walnut paneling on the outside of your wagon—and wouldn't mind saving a few bucks to boot—take on our LeMans Safari. There's over 83 cubic feet to hold most anything this side of a Victorian china cabinet. And there's a versatile 250-cubic-inch, 175-hp Overhead Cam Six to pull you and your valuables around. You also get carpeting, a two-way tailgate and exterior styling that gives other wagons in its class inferiority complexes. If walnut-styled side paneling isn't



all that important to you, check out the Custom S. It has the same regular-gas OHC 6, a slightly different but all-Morrokide interior (shown above) and the same amount of cargo capacity. What won't Pontiac do next to convert you to Wide-Tracking?

Pick your Pontiac engine and transmission

3-speed Manual Transmissions

Fully synchronized, 3-speed, column-shift transmission standard on: Tempest, Custom S, LeMans Safari, GTO, Catalina, Ventura, Executive and Bonneville. Fully synchronized, 3-speed, floor-mounted shift standard on Grand Prix.

Floor shifts available on most models at extra cost. All 3-speed floor shifts are equipped with Hurst-type linkage. Consoles available only on certain models with bucket seats.

4-speed Manual Transmissions

The fully synchronized, 4-speed floor shift is available on: Tempest, Custom S, LeMans, LeMans Safari (except regular-fuel OHC 6 engine), GTO, and on Catalina, Ventura, Executive, Bonneville and Grand Prix equipped with 428-cu.-in. V-8 only. Consoles available only on certain models with bucket seats.

A Special-order, close-ratio 4-speed is available on the GTO only when equipped with a 3.90:1 or 4.33:1 rear axle ratio; on Catalina, Ventura, Executive, Bonneville and Grand Prix models equipped with 428-cu.-in. engines and 4.11:1 axle ratio. All 4-speed floor shifts are equipped with Hurst-type linkage.

Automatic Transmissions

Automatic transmission with column shift available on all models. Console floor shift standard on Grand Prix only.

Consoles available only on certain models with bucket seats.

Tempest, Custom S, LeMans and LeMans Safari



175 HP

1. Standard Overhead Cam 6. Single-barrel carburetor. Displacement—250 cu. in. Torque—240 lb.-ft. Compression ratio—9.0:1. Regular fuel.



230 HP

2. Optional high-compression Overhead Cam 6. 4-barrel carburetor. Displacement—250 cu. in. Torque—260 lb.-ft. Compression ratio—10.5:1. Chromed, low-restriction air cleaner. Premium fuel. Not available on station wagons.



265 HP

3. Optional V-8. Displacement—350 cu. in. 2-barrel carburetor. Torque—355 lb.-ft. Compression ratio—9.2:1. Regular fuel.



330 HP

4. Optional high-output V-8. Displacement—350 cu. in. 4-barrel carburetor. Torque—380 lb.-ft. Compression ratio—10.5:1. Dual exhaust system. Premium fuel. Not available on station wagons.

GTO



350 HP

5. Standard GTO V-8 engine. Displacement—400 cu. in. 4-barrel carburetor. Compression ratio—10.75:1. Torque—445 lb.-ft. Low back-pressure dual exhaust system. Power-Flex fan. Chromed air cleaner, rocker covers and oil filler cap. Premium fuel.



265 HP

6. Regular-fuel V-8 engine optional on GTO with Turbo Hydra-matic. Displacement—400 cu. in. 2-barrel carburetor. Compression ratio—8.6:1. Torque—397 lb.-ft. Dual exhaust system.



366 HP

7. Optional 400 Ram Air V-8. Special functional air-scoop induction system. Displacement—400 cu. in. 4-barrel carburetor. Compression ratio—10.75:1. Torque—445 lb.-ft. Special dual exhausts. High-output camshaft and valve train. Chromed low-restriction air cleaner with air trap attachment, rocker covers, oil filler cap. Power-Flex fan. Premium fuel.



370 HP

8. Optional Ram Air IV V-8. Special functional air-scoop induction system, high-output long overlap cam, heavy-duty valve springs. Displacement—400 cu. in. 4-barrel carburetor. Torque—445 lb.-ft. Compression ratio—10.75:1. Low back-pressure dual exhaust system. Chromed low-restriction air cleaner with air trap attachment. Chrome rocker covers and oil filler cap. Premium fuel. 4-speed manual or Turbo Hydra-matic only.

Grand Prix



350 HP

9. Standard V-8 for Grand Prix with all transmissions. Displacement—400 cu. in. 4-barrel carburetor. Compression ratio—10.5:1. Torque—445 lb.-ft. Dual exhaust system. Premium fuel.



265 HP

10. Regular-fuel V-8 engine optional on Grand Prix with Turbo Hydra-matic. Displacement—400 cu. in. 2-barrel carburetor. Compression ratio—8.6:1. Torque—397 lb.-ft. Dual exhaust system.



370 HP

11. Available 428 V-8 for Grand Prix. Displacement—428 cu. in. 4-barrel carburetor. Torque—472 lb.-ft. Compression ratio—10.5:1. Chromed rocker covers and oil filler cap. (Dual exhaust system recommended with this engine.) Premium fuel.



390 HP

12. The 428 high-output V-8. Displacement—428 cu. in. 4-barrel carburetor. Torque—465 lb.-ft. Compression ratio—10.75:1. High-lift camshaft, special valve train and ram-type exhaust manifolds. Low-restriction chromed air cleaner plus chromed rocker covers and oil filler cap. Low back-pressure dual exhausts. Power-Flex fan. Premium fuel.

Catalina, Ventura, Executive, Bonneville, Brougham



290 HP

13. Standard V-8 for Catalina, Ventura and Executive with 3-speed manual and Turbo Hydra-matic transmissions. Displacement—400 cu. in. 2-barrel carburetor. Torque—428 lb.-ft. Compression ratio—10.5:1. Premium fuel.



360 HP

14. Standard V-8 for all Bonneville models with 3-speed manual or Turbo Hydra-matic. (Available option on Catalina, Executive and Ventura.) Displacement—428 cu. in. 4-barrel carburetor. Compression ratio—10.5:1. Torque—445 lb.-ft. Premium fuel.



265 HP

15. Regular-fuel V-8 engine optional on Catalina, Ventura, Executive and Bonneville with Turbo Hydra-matic transmission only. Displacement—400 cu. in. 2-barrel carburetor. Compression ratio—10.5:1. Torque—397 lb.-ft.



390 HP

16. The optional 428 high-output V-8. Displacement—428 cu. in. 4-barrel carburetor. Torque—465 lb.-ft. Compression ratio—10.75:1. High-lift camshaft, special valve train and ram-type exhaust manifolds. Low-restriction chromed air cleaner plus chromed rocker covers and oil filler cap. Low back-pressure dual exhausts. Power-Flex fan. Premium fuel.

Pontiac Power Trains

Here's our list of standard and available power trains. Even though our engineers have carefully selected the standard axle ratios to give Pontiac buyers the right balance of performance and economy, this chart gives you the opportunity to select the engine, transmission and axle ratio of your choice. For instance, the standard engine in the Catalina with Turbo Hydra-matic is the 290-hp V-8 (#13) with either 2.73 to 1, 2.41 to 1 or 2.56 to 1 axle ratio, de-

pending on body style. If you want more performance, select a numerically higher performance axle ratio. If your interests lie in a more powerful engine, consider ordering the GTO 370-hp 400 Ram Air IV (#8) with a close-ratio four-speed and 4.33 to 1 special order axle. Naturally, the more powerful your engine and the higher the ratio, the more revolutions your engine will turn and the more fuel you'll use. Now, if you place economy before performance, select a numerically lower axle ratio. Whatever you choose, it's a lot of fun to tailor your own car. Try it with one of our Wide-Track Pontiacs.

***Note:** Not all axle ratios are available with all body style, engine and transmission combinations. There are certain specific restrictions on some power train combinations. Certain special-order combinations require additional items such as heavy-duty radiator, limited slip differential and speedometer gear adapters. Be sure to see your dealer's detailed power train specifications for further information. All engines on page 52 and the inside back cover have been numbered from 1 through 16 for reference purposes only.

Engine	Transmission	Standard Axle Ratio	Economy Axle	Performance Axle	Special Order Axles*
1 OHC 6 250 cu. in. 1-BBL—175 hp	3-speed	3.23 3.23(b)			3.55 (a)
	Automatic	3.23 3.23(b)	2.56(a)		3.36 (a)
2 OHC 6—250 cu. in. 4-BBL—230 hp (a)(f)	3-speed	3.55			3.80
	4-speed	3.55			3.80
	Automatic	3.23	2.56	3.55	
3 V-8—350 cu. in. 2-BBL—265 hp	3-speed	3.23 3.23(b)	3.08		3.36
	4-speed	3.23			3.36
	Automatic	2.56 2.78(b)		2.93	3.36 (a)
4 V-8—350 H.O. 350 cu. in. 4-BBL—330 hp (f)	3-speed	3.55 3.55(b)			3.80 (a)
	4-speed	3.55 3.55(b)			3.80 (a)
	Automatic	3.55 3.55(b)			3.08 3.36 3.55 (a)
5 GTO V-8 400 cu. in. 360 hp—4-BBL	3-speed	3.55 3.23(b)			3.08 3.23 3.36 3.55 (a) 4.33
	4-speed	3.55 3.23(b)			3.08 3.23 3.36 3.55 (a) 4.33
	4-speed w/close ratio	3.90 4.33(a)			3.55 3.80 (a) 4.33
	Turbo Hydra-matic	3.36 3.23(b)			3.55 3.80 (a) 4.33
6 GTO V-8 400 cu. in. 265 hp—2-BBL	Turbo Hydra-matic	2.93 2.78(b)	2.56	3.23	
7 GTO 400 Ram Air V-8 400 cu. in. 366 hp—4-BBL	3-speed	3.55 3.23(b)			3.08 3.23 3.36 3.55 (a) 4.33
	4-speed	3.55 3.23(b)			3.08 3.23 3.36 3.55 (a) 4.33
	4-speed w/close ratio	3.90 4.33(a)			3.55 3.80 (a) 4.33
	Turbo Hydra-matic	3.55 3.23(b)			3.55 3.80 (a) 4.33
8 GTO Ram Air IV V-8—400 cu. in. 370 hp—4-BBL	4-speed w/close ratio	3.90 4.33			3.55 (a)
9 350-hp V-8 400 cu. in. 4-BBL	3-speed	3.23 3.23(b)			
	4-speed	3.55 3.23(b)			3.08 3.23 3.36 3.55 (a) 3.90 (a)
	4-speed	3.55 3.23(b)			3.08 3.23 3.36 3.55 (a) 3.90 (a)
	Turbo Hydra-matic	3.23	2.93		3.55 (a) 3.80 (a)
10 285-hp V-8 400 cu. in. 2-BBL	Turbo Hydra-matic	2.93 2.93(b)		3.23	
11 370-hp V-8 428 cu. in. 4-BBL	3-speed	3.55 3.23(b)			3.36 (a) 3.80 (a)
	4-speed	3.55 3.23(b)			3.36 (a) 3.80 (a)
	Turbo Hydra-matic	3.23 3.23(b)	2.93	3.55 (a)	3.36 (a) 3.80 (a)
12 390-hp H.O. V-8 428 cu. in. 4-BBL	3-speed	3.55			3.08 3.23 3.36 3.55 (a) 3.90
	4-speed	3.55			3.08 3.23 3.36 3.55 (a) 3.90
	Turbo Hydra-matic	3.36 3.23(b)	2.93	3.55(a)	3.23 3.80 (a)
13 290-hp V-8 400 cu. in. 2-BBL	3-speed	3.23 3.23(b)	3.08		3.42 (a) 3.55 (a) 3.73 (a)
	Turbo Hydra-matic	2.73 2.51(c) 2.56(b)(c)	2.41 2.29(a)(c)	3.08	2.73 (c) 2.93 3.23 (a) 3.42 (a) 3.55 (a) 3.73 (a)
14 360-hp V-8 428 cu. in. 4-BBL	3-speed	3.23 3.23(b)	3.08		3.42 (a) 3.55 (a) 3.73 (a)
	Turbo Hydra-matic	3.08 3.08(b)	2.41 2.56(a)(d)	3.23(a)	2.73 2.93 3.42 (a) 3.55 (a) 3.73 (a)
15 285-hp 400 cu. in. 2-BBL	Turbo Hydra-matic	2.56 2.56(b)		3.08	
16 390-hp V-8 428 cu. in. 4-BBL	3-speed	3.23			3.42 3.55 (a) 3.73 (a)
	Turbo Hydra-matic	3.42			3.23 (a) 3.55 (a) 3.73 (a)
*3.90:1 and 4.33:1 rear axle ratios can be dealer-installed (a) Not available with air conditioning (b) With air conditioning (c) Catalina 4-door sedans only (d) Not available on station wagons					

TRANSMISSION GEAR RATIOS—TEMPEST, CUSTOM S, LE MANS, LE MANS SAFARI AND GTO										TRANSMISSION GEAR RATIOS—CATALINA, EXECUTIVE, BONNEVILLE AND GRAND PRIX					
Gear Ratios for Manual Transmissions										Gear Ratios for Manual Transmissions					
Transmission	Std. 3-speed	Opt. HD 3-speed (Exc. GTO)	Opt. HD 3-speed (Std. GTO)	Opt. 4-speed	Opt. 4-speed	Special order 4-speed close ratio	Automatic Transmission Ratios All except GTO			Gear Ratios for GTO With Turbo Hydra-matic			Gear Ratios for Manual Transmissions		
							Automatic Transmission Ratios All except GTO			Gear Ratios for GTO With Turbo Hydra-matic			Gear Ratios for Manual Transmissions		
Engine	OHC 6 only	All V-8s w/column shift	V-8 w/floor shift	OHC 6 w/4-BBL carb. only	All V-8s	GTO only	Automatic Transmission Ratios All except GTO			Gear Ratios for GTO With Turbo Hydra-matic			Gear Ratios for Manual Transmissions		
							Automatic Transmission Ratios All except GTO			Gear Ratios for GTO With Turbo Hydra-matic			Gear Ratios for Manual Transmissions		
1st	2.85:1	2.54:1	2.42:1	2.85:1	2.52:1	2.20:1	Low	1.76:1	1.76:1	1st (Low)	2.48:1	2nd (Super)	1.48:1	1st (Low)	2.48:1
2nd	1.68:1	1.50:1	1.61:1	2.02:1	1.88:1	1.64:1	2nd (Super)	1.48:1	1.48:1	2nd (Super)	1.48:1	3rd (Drive)	1.00:1	2nd (Super)	1.48:1
3rd	1.00:1	1.00:1	1.00:1	1.35:1	1.45:1	1.28:1	Reverse	1.00:1	1.00:1	Reverse	2.08:1	Reverse	2.08:1	Reverse	2.08:1
4th	—	—	—	1.00:1	1.00:1	1.00:1	Total Torque Multiplication at Start			Total Torque Multiplication at Start			Total Torque Multiplication at Start		
Reverse	2.85:1	2.63:1	2.23:1	2.85:1	2.59:1	2.27:1	OHC 6 & 350 H.O. V-8... 4.89:1	4.89:1	4.89:1	4-BBL Engine... 5.7:1	5.7:1	5.7:1	2.33:1	2.59:1	2.27:1
							350 V-8 2-BBL... 4.4:1	4.4:1	4.4:1	2-BBL Engine... 5.08:1	5.08:1	5.08:1			

General specifications

Catalina, Ventura, Executive, Bonneville, Brougham and Grand Prix

CHASSIS

FRAME: Perimeter with swept-hip design. Entire passenger compartment is encircled by heavy steel side members. Five crossmembers join parallel bars for structural rigidity. Front frame side bars strengthened and revised for improved bumper impact force distribution. Frame design varies to meet requirements of individual body styles.

WHEELS AND TIRES: 15 x 6 JK steel disc wheels with 8.55 x 15 low-pressure tubeless tires. 9.15 x 15 tires standard on Station Wagons. G78 x 14 tires on Grand Prix.

FRONT SUSPENSION: Ball joint independent front suspension with compression-type lower ball joint. Upper control arms pivoted on low dynamic rate rubber bushings have open end, joined by strap. Lower control arms have dual-rate rubber bushings. Large diameter, low-rate coil springs, hydraulic shock absorbers mounted inside coil springs, compound anti-dive control.

FOUR LINK REAR SUSPENSION: Angle-mounted upper and lower control arms. Control arms have low dynamic rate rubber bushings. Large diameter, low-rate coil springs mounted over rear axle. Angle-mounted hydraulic shock absorbers with new valving. Drive and torque taken through rubber cushioned control arms.

STEERING: Link parallelogram type steering linkage with energy absorbing steering column. Self-adjusting steering gear with recirculating ball bearing—both manual and power. Ball-type pivot joints pitman arm to intermediate rod assembly. Steering gear ratio, manual 24:1, with optional variable-ratio power steering 16.0 to 12.2.

BRAKES: Dual master cylinder and safety pressure switch with self-adjusting brakes, air cooled, internal expanding hydraulic type. Two shoe, fixed single anchor. Drum diameter—front 11", rear 11". Total swept area for four brakes 326.9 square inches. Foot-controlled parking brake operates on rear service brake system. Vacuum power brakes and new single-piston power disc front brakes optional at extra cost.

TRANSMISSION AND DRIVE TRAIN: 3-speed manual transmission standard all models. (All manual transmissions synchronized in all forward gears.) Turbo Hydra-Matic and 4-speed manual transmissions optional at extra cost. Tubular drive shaft. Lightweight Salisbury-type semi-floating hypoid rear axle. Safe-T-Track semi-locking differential optional at extra cost.

BODY

CONSTRUCTION: Fisher all-steel body with reinforced side rocker panels. Counter-balanced double hood and trunk construction. Thick laminate Safety Plate Glass in windshield. Solid Tempered Safety Plate Glass in all other windows. "Fire-Leveled" acrylic lacquer on all models. Circ-L-Aire heater and defroster standard on all models.

ELECTRICAL SYSTEM: 12-volt system with 42-ampere Delcotron generator, 53 amp.-hr. battery with 8.6:1 compression ratio engines, 61 amp.-hr. battery with 10.5:1 or 10.75:1 engines. Other extra-capacity systems available at extra cost.

ENGINE

GENERAL DESCRIPTION: V-8 short stroke 90° design. Aluminized valves. Hydraulic valve lifters, alloy cast-iron block, 5 main bearings with 3" journals on 400-cu.-in. engines—3.25" on 428-cu.-in. engines (see engine chart). Balanced flow cooling system pumps water directly into each side of the cylinder block equally. Closed-crankcase ventilation system standard.

FUEL SYSTEM: Choice of 2-barrel or 4-barrel downdraft carburetion with thermostatically controlled carburetor air preheater (see engine chart). Automatic choke. Centrifugal and vacuum control of distributor spark advance. Sealed fuel pump adds to performance characteristics—especially during warm weather or idle conditions.

EXHAUST SYSTEM: Two-stage exhaust system, consisting of muffler and resonator, standard on all models. Dual low-restriction system standard on Grand Prix and on all models with the 428 H.O. engine. Optional at extra cost on all other models.

Tempest, Custom S, LeMans,

LeMans Safari and GTO

CHASSIS

FRAME: Swept-hip-perimeter design with box section structure. Entire passenger compartment is encircled by heavy steel side members. Four crossmembers join parallel side bars for structural rigidity. Frame design and length varies to meet requirements of individual body styles.

WHEELS AND TIRES: 14 x 5 J steel disc wheels with 7.75 x 14 low-pressure tires, all models with Overhead Cam 6-cylinder engines. 8.25 x 14 tires on station wagons and models equipped with V-8 engines. 14 x 6 JK steel disc wheels with G78 x 14 redline tires on GTO.

FRONT SUSPENSION: Ball joint independent front suspension with upper control arms pivoted on rubber bushings. Lower control arms have dual-rate rubber bushings. Large diameter, low-rate coil springs. Double acting hydraulic shock absorbers, which are mounted inside coil springs, have revised valving to improve ride and add impact softness.

FOUR LINK REAR SUSPENSION: Spring over axle. Angle-mounted upper and lower control arms. Control arms have low dynamic rate rubber bushings. Large diameter, low-rate coil springs, angle-mounted hydraulic shock absorbers with revised valving. Drive and torque taken through rubber cushioned control arms.

STEERING: Link parallelogram with energy absorbing steering column. Recirculating ball bearing gear—both manual and power. Self-adjusting steering gear. Steering gear ratio, manual 24:1. Power steering with 17.5:1 ratio optional at extra cost.

BRAKES: Dual master cylinder and safety pressure switch with self-adjusting brakes, air-cooled, internal expanding hydraulic type. Two shoe, single anchor. Drum diameter—front 9.5", rear 9.5". Front lining width 2.5". Total swept area for four brakes 269.2 sq. in. Foot-controlled parking brake operates on rear service system. Vacuum power brakes and power disc front brakes optional at extra cost.

TRANSMISSION AND DRIVE TRAIN: 3-speed manual transmission standard all models. (All manual transmissions synchro-

nized in all forward gears.) Automatic transmission, heavy-duty 3-speed manual standard on GTO (with V-8 engines), or 4-speed manual transmission optional at extra cost. Tubular drive shaft with two universal joints. Semi-floating, Salisbury-type hypoid rear axle. Safe-T-Track semi-locking differential optional at extra cost.

BODY

CONSTRUCTION: Fisher all-steel body with reinforced side rocker panels. Counter-balanced double hood and trunk construction. Thick laminate Safety Plate Glass in windshield. Solid Tempered Safety Plate Glass in all other windows. "Fire-Leveled" acrylic lacquer on all models. Circ-L-Aire heater and defroster standard on all models.

ELECTRICAL SYSTEM: 12-volt system with 37-ampere Delcotron generator, 44 amp.-hr. battery with 9.0:1 compression ratio engines, 53 amp.-hr. battery with 9.2:1, 61 amp.-hr. with 10.5:1 or 10.75:1 engines. Extra-capacity electrical systems optional at extra cost.

ENGINE

GENERAL DESCRIPTION: 250-cu.-in. 6—Overhead Cam in-line 6-cylinder, all-aluminum slipper-skirt type cast pistons, aluminized large valves, with automatic zero valve lash adjustment. Lightweight alloy cast-iron block. 7 main bearings, 2.30" journals. Closed-crankcase ventilation system standard.

V-8: V-8, short stroke 90° design. Aluminized valves. Hydraulic valve lifters, lightweight alloy cast-iron block. 5 main bearings with 3" journals on 350- and 400-cu.-in. engines (see engine chart). Balanced flow cooling system pumps water directly into each side of the cylinder block on V-8s only. Closed-crankcase ventilation system standard.

FUEL SYSTEM: Choice of 1-barrel (6-cyl. only), 2-barrel or 4-barrel downdraft carburetion mounted on high ram type intake manifold (see engine chart). Automatic choke. Centrifugal and vacuum control of distributor spark advance. Sealed fuel pump adds to performance—particularly during warm weather and prolonged idle conditions. Carburetor air preheater standard.

EXHAUST SYSTEMS: Engines with single-barrel carburetor have single outlet manifold routed to reverse flow muffler. Engines with 4-barrel carburetor have high-performance dual outlet manifold connected to a low-restriction reverse flow muffler. Dual low-restriction system standard on 350 H.O. and all 400-cu.-in. GTO engines (optional at extra cost on other V-8 models—dual system not available on Station Wagon).

Tailor your Pontiac just the way you want it with any of the following factory- and dealer-installed options & accessories.

COMFORT, CONVENIENCE & APPEARANCE

Air conditioning, Bi-level and Automatic Temperature Control (Pontiac only)

Brakes, power • disc, power front
Clock, standard and rally (both electric)
Console, with bucket seats only (LeMans, except 4-dr. Hardtop, and GTO only)

Cruise control system
Cushion, foam front

De-fogger, rear window (except station wagons and convertibles)
Dispenser, tissue

Exhaust extensions (Tempest, Custom S, LeMans and GTO only)
Fender skirts (Catalina and Executive only)

Floor mats, front and rear
Glass, Soft-Ray tinted (all around or windshield only)

Guards, door-edge
Heater, engine block (water)

Lights, cornering
Locks, gas cap, luggage compartment and rear door safety

Luggage carriers
Mirrors, outside, remote-control, rearview • visor vanity

Pad, rear load area (all station wagons)
Radios: AM • AM/FM • Stereo-Multiplex • electric antenna •

rear seat speakers, and stereo-effect Verba-Phonic speakers
Roof cover, Cordova vinyl

Safeguard speedometer and low-fuel warning lamp
Screens, tailgate and rear door

Seats—Strato-bucket, Notch-back, bench and reclining
Seats, power-operated

Ski carriers
Steering, power

Steering wheels, deluxe and custom sports
Steering wheel, tilt

Tape player, stereo (except Grand Prix)
Tires, whitewall

Trailer-hauling equipment (ask for special folder)
Trunk lid release, remote-control

Wheel discs: deluxe • custom • wire
Wheel hub and drum assembly

Window Lifts, power-operated (std. on Bonneville Brougham)
Wheels, Rally II

PERFORMANCE

Axle ratios (see Power Train page)
Battery, heavy-duty

Brakes, power • disc, power front
Clock, electric and Rally

Cluster, Custom Gauge and Rally
Engines, optional

Exhausts, dual (standard on GP, 350 H.O., GTO and 428 H.O. engines)

Exhaust extensions (Tempest, Custom S, LeMans and GTO only)
Frame, heavy-duty (except station wagons and convertibles)

Limited slip differential, Safe-T-Track
Steering, power

Steering wheels, deluxe and custom sports
Suspension, heavy-duty

Tachometer, hood mounted or w/Rally cluster
Tires, oversize, wide-oval and Fasttrak

Transmissions: Heavy-duty 3-speed, 4-speed manual, 2- and 3-speed Turbo Hydra-Matic

Wheel hub and drum assembly
Wheels, steel, competition-type Rally II (all models except

wagons)
(For more information on performance, accessories, Firebirds or

station wagons, ask for our special catalogs.)

Basic specifications, all engines

Engine	250 OHC 6	350 and 350 H.O. V-8	400 V-8	428 and 428 H.O. V-8
Displacement (cu. ins.)	250	350	400	428
Bore and Stroke (nominal)	3.88 x 3.53	3.88 x 3.75	4.12 x 3.75	4.12 x 4.00
Cooling System Capacity (qts.)	12.1	18.6	17.8—GTO 18.0—Cat., Exec., Bonne, 18.6—G. P.	17.2
Oil Capacity (qts.) (less filter refill)	5	5	5	5
Fuel Capacity (gals.)	21.5	21.5	26.5 (24.0 on station wagons) (21.5 on GTO)	26.5 (24.0 on station wagons)

Basic dimensions (inches)

	Front Tread	Rear Tread	Wheel-base	Overall Length	Overall Width
Catalina, Ventura	64	64	122	217.5**	79.8
Grand Prix	62	60	118	210.2	75.7
Executive	64	64	125*	223.5**	79.8
Bonneville, Brougham	64	64	125*	224.0**	79.8
Tempest, Custom S	61	60	112***	201.5†	75.8
LeMans Safari	61	60	116	211.0	76.3
LeMans and GTO	61	60	112***	201.5†	75.8

*Except Bonneville and Executive Safari Station Wagons—125 inches.

**Except Bonneville, Executive Safari and Catalina Station Wagons—220.5 inches.

***Except 4-dr. Sedans, 4-dr. Hardtops and Custom S Station Wagons—116 inches.

†Except 4-dr. Sedans and 4-dr. Hardtops—205.5 inches.

Quick reference specific model dimensions (inches)

	4-door Sedan	2-door Sports Coupe	2-door Hardtop Coupe	4-door Hardtop	Con-vertible	Station Wagon
OVERALL HEIGHT						
Catalina, Ventura	54.8		54.1	53.8	54.4	56.0
Executive	55.0		54.3	54.0		56.0
Bonneville, Brougham	55.0		54.3	54.0	54.6	56.0
Grand Prix			51.9			
Tempest	52.7	52.1				
Custom S	52.7	52.1	52.1	52.6	52.4	54.3
LeMans		52.1	52.1	52.6	52.4	
LeMans Safari						54.3
GTO			52.3		52.6	

FRONT SEAT LEG ROOM (Max. Effective)						
Catalina, Ventura	42.4		42.4	42.4	42.4	41.5
Executive	42.4		42.4	42.4		41.5
Bonneville, Brougham	42.4		42.4	42.4	42.4	41.5
Grand Prix			42.4			
Tempest	42.3	42.3				
Custom S	42.5	42.5	42.5	42.5	42.5	42.6
LeMans		42.5	42.5	42.6	42.5	
LeMans Safari						42.7
GTO			42.5		42.5	

REAR SEAT LEG ROOM (Min. Effective) (Station Wagon Second Seat)						
Catalina, Ventura	38.1		34.1	37.7	34.1	38.2
Executive	38.1		34.1	37.7		38.2
Bonneville, Brougham	38.1		34.1	37.7	34.1	38.2
Grand Prix			31.6			
Tempest	34.8	32.2				
Custom S	34.8	32.3	32.2	34.8	32.9	38.4
LeMans		31.6	31.6	34.8	31.6	
LeMans Safari						38.4
GTO			31.6		31.6	

FRONT HEAD ROOM (with Seat Depressed)						
Catalina, Ventura	39.0		38.6	38.2	39.1	39.2
Executive	39.0		38.6	38.2		39.2
Bonneville, Brougham	39.0		38.6	38.2	39.1	39.2
Grand Prix			37.5			
Tempest	38.5	37.8				
Custom S	38.5	37.8	37.8	38.5	38.7	38.4
LeMans		37.5	37.5	38.0	38.5	
LeMans Safari						38.0
GTO			37.5		38.5	

REAR HEAD ROOM (with Seat Depressed) (Station Wagon Second Seat)						
Catalina, Ventura	37.7		37.8	36.7	37.9	39.0
Executive	37.7		37.8	36.7		39.0
Bonneville, Brougham	37.7		37.8	36.7	37.9	39.0
Grand Prix			36.2			
Tempest	37.1	36.3				
Custom S	37.1	36.3	36.3	37.1	36.9	38.3
LeMans		36.2	36.2	36.9	36.9	
LeMans Safari						38.3
GTO			36.2		36.9	

(a) Cargo Volume (cu. ft.): 2- and 3-seat Catalina and Executive Safari models: underfloor compartment provides 8.9 additional cu. ft. on 2-seat models, 4.2 cu. ft. added for Catalina and Executive 3-seat models and 3.5 cu. ft. added for Bonneville compartment.

Added 10.0 cu. ft. for compartment under rear load floor.

NOTICE: All options noted herein, including whitewall tires, Decar Group and radios illustrated on some models, are extra-cost equipment unless otherwise specified. Ask your dealer for all price information on any model or special equipment you desire.



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Shown on the cars in this catalog, are some of the many options and accessories offered by Pontiac. They're available at extra cost, and well worth it in driving comfort and convenience.